

Dear participants of the Meeting!

First let me express my gratitude to the organizers of this meeting!

In his short report I would like to introduce a system of urban transport on the example of the city of Almaty.

Road transport remains the main source of air pollution in Almaty. Its emissions are constantly increasing and are currently at the level of 200 thousand tons per year, amounting to 95% of the gross proceeds of pollution in the atmosphere. Most parts of the city transport is a major source of noise pollution.

Stable Almaty city development shows that the load on the transport system of Almaty will increase in the future, and it threatens the transition to a crisis mode of its operation and the gradual loss of any kind was attractive city for living, business and leisure.

Ways to solve the traffic problems of modern cities are well known. These include: polycentricity of territorial development, improvement of road infrastructure, optimization of traffic control, the priority development of public transport, the introduction of various kinds of restrictions on the use of personal vehicles, etc.

World practice of recent years shows that the key point in this set of tools is a passenger transport public. In fact, the development of infrastructure, especially in built-up or having historical, landscape and other value areas is usually limited capacity. On the other hand, the introduction of any restrictions can not be justified to ensure the desired availability without areas and objects on an alternative basis. Public transport is best suited to meet these challenges, as it has high freight capacity at a moderate and, most importantly, well-regulated impact on transport infrastructure. For the city of Almaty development of road passenger transport, whose share in the total volume of passengers and baggage more than 94.4% are of decisive importance for the city.

In order to improve passenger services, since 2005 Akimat of Almaty has consistently implemented measures aimed at improving the situation in the urban bus transport sector. In particular, the number of carriers serving city routes, has been reduced to 22 (compared to 46 in 2005). It is planned to increase this number up to 5 companies. Now it has become larger and more financially stable company. The number of buses involved in the traffic dropped to 1445 units. (Versus 3,500 units. 2005). At the same time with the city routes were withdrawn almost all minivans, and the number of large buses increased to 67% of the total number of deputies. By successive elimination of duplication, consolidation or liquidation of unprofitable routes their number has decreased to 113 (compared with 2 004 in 2005).

However, despite the efforts made, bus transportation in Almaty continued to be characterized by a low level of services provided. The main problems in the sector remains opaque financial performance, lower manufacturing and technological discipline, poor technical equipment of the enterprises.

The technology of public passenger transport involves organizing destinations, where bus drivers should be able to normal rest and consumer services, and rolling stock - to stand outside the roadway, without disturbing residents of nearby houses and the rest of the townspeople. Currently, the city has a total of 5 purpose-built facilities destinations.

During the period from 2012 to 2014 in Almaty there was a significant increase in passenger traffic and the car park of the city.

One of the key indicators of the efficiency of the transport system is the average speed at rush hour. According to UNDP, the current average speed in Almaty at rush hour is 19 kilometers per hour, which is significantly lower than in comparable cities.

According to the analysis of the working group, with continued annual growth in the number of transport at the level of 4% per year (at current rates of construction of road infrastructure) is expected to reduce the average speed of movement by 20% over the next 5-7 years. Given these prerequisites, in 2020 the forecast speed may be reduced to 15 kilometers per hour. Therefore, the city should take steps to reduce traffic congestion.

In recent years, the city has implemented a number of projects of transport infrastructure development, which already have visible results. The most significant investment projects in the field of public transport:

- Completion of the main part of the first subway line;
- The number of buses running on compressed gas, amounted to 600;
- The number of modern and energy-efficient trolley was 195;
- The number of taxis running on compressed gas, amounted to 400 units;
- Construction of 3 municipal bus fleets;
- Partial modernization and reconstruction of infrastructure for non-motorized transport.

The implementation of the above projects will improve the quality of public transport services, including the areas of investments made:

- Construction of Metro - 68 million pass.km.. in year;
- Purchase of buses running on compressed gas - pass.km. 1 billion. in year
- The acquisition of modern and energy-efficient trolley - 190 million pass.km.. in year;
- Acquisition taxis running on compressed gas - 80 million pass.km.. in year.

As a result of modernization projects, the size of the public transport fleet increased by 13%, while the share of transport with low emissions level was about 50% in 2014. Furthermore the share of public transport in total passenger turnover increased by 7% (to 32% in 2014).

At present, the objects of public transport (including buses, trolley buses and underground) are working with cashless payment devices for fare collection. The other objects of public transport fare to the conductor made mostly in cash.

In the current scheme of public transport there was a problem of low-level ticketing passengers. Estimates of the scale of this phenomenon vary widely, but according to various estimates the proportion of passengers without tickets up to 3 times the number of tickets issued in the public transport. This situation did not allow objectively evaluate passenger traffic and limited amount of revenue.

By the end of 2015, a project to introduce electronic ticket system was launched. This project has allowed to establish the actual monetary turnovers in public transport and reduced the level of the shadow economy.

Also in the whole country in order to improve the work of urban passenger transport is planned:

- implementation of subsidizing socially important bus routes in full;
- creation of sites for training bus drivers;
- introduction of IT technology in urban passenger transport (GPS navigations, smart bus stops etc).